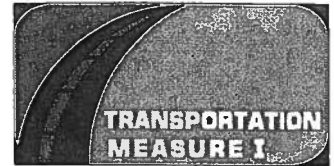




San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410
Phone: (909) 884-8276 Fax: (909) 885-4407
www.sanbag.ca.gov



•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

AGENDA

Plans and Programs Policy Committee

November 17, 2010

12:00 p.m.

Location

SANBAG

Super Chief Conference Room

1170 West 3rd St., 2nd Fl.

San Bernardino, CA

Plans and Programs Committee Membership

Chair

*Larry McCallon, Council Member
City of Highland*

East Valley Representatives

*Bea Cortes, Council Member
City of Grand Terrace*

*Richard Riddell, Mayor
City of Yucaipa*

West Valley Representatives

*Diane Williams, Council Member
Rancho Cucamonga*

*Paul Eaton, Mayor
City of Montclair*

*Alan Wapner, Mayor Pro Tem
City of Ontario*

Vice Chair

*Bill Jahn, Mayor Pro Tem
Big Bear Lake*

Mountain/Desert Representatives

*Rick Roelle, Mayor
Town of Apple Valley*

*William Neeb, Council Member
Town of Yucca Valley*

San Bernardino County

Brad Mitselfelt, Supervisor

Paul Biane, Supervisor

Neil Derry, Supervisor

Josie Gonzales, Supervisor

Gary Ovitt, Supervisor

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency

Plans and Programs Policy Committee

November 17, 2010

12:00 p.m.

LOCATION:

**SANBAG Office
1170 W. 3rd Street 2nd Fl., San Bernardino**

CALL TO ORDER - 12:00 p.m.

(Meeting chaired by Council Member Larry McCallon)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications – Anna Aldana

1. Possible Conflict of Interest Issues for the SANBAG Plans and Programs Meeting of November 17, 2010 Pg. 6

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Plans and Programs Attendance Roster

Pg. 7

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Action

Discussion Calendar

Subregional Transportation Planning & Programming

3. **Regional Transportation Plan Finance Overview and SCAG Congestion Pricing Study** Pg. 9
Receive Presentation. Ty Schuiling
4. **Greenhouse Gas Climate Action Plan, Long Range Transit Plan, Sustainable Communities Strategy, and Countywide Visioning Coordination** Pg. 13
Receive report and provide direction. Ty Schuiling
5. **Nexus Study Annual Cost Escalation Factor** Pg. 15
 - 1) Receive information on Nexus Study cost escalation for 2009;
 - 2) Allow jurisdictions to maintain Nexus Study project costs at current levels until completion of a full re-benching of costs with the 2011 Nexus Study update. Steve Smith

Project Development

6. **Proposition 1B State-Local Partnership Program Allocation Policy** Pg. 18
Approve Policy 35000 Allocation of Proposition 1B State-Local Partnership Program (SLPP) Funds. Garry Cohoe
7. **Proposition 1B State Local Partnership Program** Pg. 25
Receive information on California Transportation Commission (CTC) action on 2010-2011 Proposition 1B State-Local Partnership Program (SLPP) Competitive Grant Program of projects. Wendy Li

Transportation Programs & Fund Administration

8. **Revenue Estimates for Measure I 2010-2040, State and Federal funds for Fiscal Year 2011-2012** Pg. 28
 - 1) Approve a Measure I 2010-2040 revenue estimate of \$111,577,000 for Fiscal Year 2011-2012 and the revenue distribution by subarea in Table 1 for purposes of apportionment and allocation planning for Fiscal Year 2011-2012;
 - 2) Receive estimates of state and federal revenues for consideration in Fiscal Year 2011-2012 apportionment and allocation planning. Steve Smith

Comments from Committee Members

Public Comments

ADJOURNMENT

Additional Information

Acronym List

Pg. 32

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276 and ask for Anna Aldana.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on "Request to Speak" forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may "Call for the Question."
- Upon a "Call for the Question," the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair's discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair's direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: November 17, 2010

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
N/A	N/A	N/A	N/A

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

*

*Approved
Plans and Programs Committee*

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

AGENDA ITEM: 2

PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2010

Name	*Jan	Feb	March	April	*May	June	July	Aug	Sept	Oct	Nov	Dec
Richard Riddell City of Yucaipa		X	X	X		X	X	X	X	X		
Bea Cortes City of Grand Terrace		X	X	X		X	X	X	X	X		
Larry McCallon Chair City of Highland			X	X		X	X		X	X		
Paul Eaton City of Montclair		X		X		X	X	X	X	X		
Mark Nuaimi City of Fontana			X	X			X	X	X	X		
Diane Williams City of Rancho Cucamonga		X	X	X		X	X	X	X	X		
Alan Wapner City of Ontario		X	X	X		X	X	X	X	X		
Bill Jahn Vice Chair Big Bear Lake		X				X		X		X		
Rick Roelle Town of Apple Valley		X	X	X		X	X	X	X	X		
William Neeb Town of Yucca Valley		X	X	X		X		X	X	X		
Gary Ovitt Board of Supervisors		X		X			X					
Josie Gonzales Board of Supervisors		X	X			X		X	X			
Neil Derry Board of Supervisors			X	X		X	X	X	X	X		
Paul Biane Board of Supervisors		X	X	X			X	X	X	X		
Brad Mitzelfelt Board of Supervisors			X	X				X	X	X		

Crossed out box = Not a member at the time.

Empty box = Member did not attend meeting

*The Plans and Programs Policy Committee did not meet in January and May

X = Member attended meeting.

AGENDA ITEM: 2

PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2009

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Richard Riddell City of Yucaipa	X	X	X	X	X	X	X	Cancelled	X	X	Cancelled	X
Bea Cortes City of Grand Terrace	X	X		X	X	X	X	Cancelled	X	X	Cancelled	X
Larry McCallon Chair City of Highland	X	X	X	X	X	X		Cancelled	X	X	Cancelled	X
Paul Eaton City of Montclair	X	X				X	X	Cancelled	X	X	Cancelled	X
Mark Nuaimi City of Fontana	X	X	X	X	X			Cancelled	X		Cancelled	
Diane Williams City of Rancho Cucamonga	X	X	X	X	X	X	X	Cancelled	X	X	Cancelled	X
Bill Jahn Vice Chair Big Bear Lake	X	X	X	X	X	X	X	Cancelled	X		Cancelled	X
Rick Roelle Town of Apple Valley		X			X	X		Cancelled	X		Cancelled	
William Neeb Town of Yuca Valley	X	X		X	X		X	Cancelled		X	Cancelled	X
Gary Ovitt Board of Supervisors	X			X	X	X	X	Cancelled	X		Cancelled	X
Josie Gonzales Board of Supervisors			X	X				Cancelled	X	X	Cancelled	X
Neil Derry Board of Supervisors	X		X	X	X	X		Cancelled	X	X	Cancelled	X
Paul Biane Board of Supervisors	X		X			X		Cancelled	X	X	Cancelled	X
Brad Mitzelfelt Board of Supervisors	X		X	X		X		Cancelled	X	X	Cancelled	X

X = Member attended meeting. * = Alternate member attended meeting. Empty box = Member did not attend meeting. Crossed out box = Not a member at the time.
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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: November 17, 2010

Subject: Regional Transportation Plan Finance Overview and SCAG Congestion Pricing Study

Recommendation:* Receive Presentation.

Background: This item provides an introduction to transportation finance challenges to be addressed as part of the 2012 Regional Transportation Plan (RTP) now in preparation, as context for an initial overview of the SCAG Regional Congestion Pricing Study now in preparation. RTPs are required by federal law to be financially constrained; that is, the costs of all the projects and programs contained within it must be matched by funds from existing sources or funding considered to be "reasonably available." "Reasonably available," means sources of funds that can reasonably be expected to exist but require some enabling legislation or legal change. Reasonableness is ultimately a judgment call on the part of the US Department of Transportation. Failure to meet the financial constraint requirement would mean the RTP cannot be federally approved; failure to receive federal approval would mean that regionally significant capital projects could not proceed to construction.

The 2008 RTP claimed \$531 billion in nominal (year of expenditure) dollars would be available to fund the plan from 2008 to 2035, of which \$411 billion would come from existing sources such as sales tax, gas tax, tolls, and impact

*

Approved
Plans and Programs Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

X	COG	X	CTC		CTA		SAFE		CMA
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Check all that apply

fees, and \$120 billion would be new “reasonably available” revenues such as container fees, private funds, increased gas taxes, property value capture from property near transit stations, and new tolls. Of the \$411 billion expected from existing sources, 70% was local, of which more than half was local sales taxes such as Measure I. 20% was state funding, much of which was Proposition 1B bond money and the Prop 42 sales tax revenues on gasoline. Federal funding comprised only 10% of the total, principally from the federal gasoline excise tax.

Much has changed since adoption of the RTP in Spring 2008. Locally, sales tax revenues are far below levels assumed in 2008. Passage of Measure R in Los Angeles County in November 2008 is one bright spot, and is expected to add to the regional revenue total an amount similar to the recessionary losses of the other sales tax measures in Los Angeles, Orange, Riverside, and San Bernardino counties combined, although the funds will be spent only in Los Angeles County.

As previously noted, state transportation funding at the time of 2008 RTP adoption included excise and sales taxes on fuels and Proposition 1B bond funds. Although the state’s sales tax on gasoline (Prop 42 funds) had proven to be an unreliable source of funding, it had the benefit, unlike excise taxes, of generating more revenue for transportation as gasoline prices rose. Now, however, the state revenue scene has changed as well. Prop 1B bond funding is dependent on the ability of the state to sell bonds during its protracted budget crisis, and is only intermittently available. Earlier this year, the gas tax swap eliminated the 6 percent statewide Prop 42 sales tax on gasoline and “the spillover,” a funding source dedicated to public transit. The swap partially compensated by raising the excise tax on gasoline by 17.3 cents, for a total excise tax of 35.3 cents per gallon. Starting March 1, 2011, and each March 1st thereafter, the State Board of Equalization (BOE) is authorized to estimate how much revenue would have been raised by the sales tax on gasoline and adjust the gasoline excise tax to raise an equivalent amount. The swap also raised the existing sales tax on diesel fuel by 1.75 percent to mitigate some of the funding lost to public transit from the loss of Prop 42 and spillover funds, and offset the diesel sales tax rate increase by lowering the diesel excise tax from 18 cents per gallon to 13.6 cents. Similar to the gasoline excise tax, the diesel excise tax is to be adjusted by the BOE on March 1st of each year to maintain revenue neutrality. Passage of Proposition 26 may impact the swap described above, and staff will provide such information as it becomes known.

As of adoption of the 2008 RTP, federal transportation funds were still supported by the federal gasoline excise tax. It was recognized even then, however, that the

federal gasoline tax generates insufficient revenue to support the level of funding authorized by the federal transportation act, SAFETEA-LU, which comprises a mere 10% of total transportation funding. Since total depletion of the federal Highway Trust Fund in September 2009, federal funding has been maintained by loans to the Trust Fund from the General Fund, and by continuing resolutions following the end of the regular authorization. This situation is in stark contrast to the recommendations of the Federal Blue-Ribbon 1909 Commission established by SAFETEA-LU, which called for a doubling of overall transportation investment to properly capitalize, operate, and maintain the national transportation system, and an increase of the federal share to 40% given the clear importance of interstate and international commerce to the nation's vitality and quality of life.

Transportation is also recognized to be a dominant contributor to criteria air pollutants and greenhouse gases, and is increasingly challenged to minimize these impacts if areas such as the South Coast Air Basin are to comply with the Federal Clean Air Act and AB32. Federal Corporate Average Fuel Efficiency (CAFÉ) standards enacted in early 2010 require an average fuel efficiency of about 35 miles per gallon (mpg) among new cars and light trucks by 2016, up from a fleet average of around 21 mpg today. In addition to reduced tailpipe emissions, reductions in vehicle miles travelled (VMT) are needed both for congestion relief and improved air quality. Looking forward as required by the new RTP, staff suggests that several considerations should guide the region's choice of strategies:

- Experience and data from recent years tell us that pricing strategies produce the largest and quickest reductions in VMT, congestion, and associated pollution.
- Revenues from traditional road funding sources such as the gasoline excise tax have not kept pace with travel demand, capacity needs, and the cost to maintain and operate the existing system; these funding sources will be in serious decline during this RTP cycle.
- A technological transformation (the South Coast AQMD calls it "Combustion Out") is needed within 15 to 20 years – entirely within the RTP planning period – to comply with Federal Clean Air Act and AB32; this will be devastating to gas tax revenues.
- Real solutions require consideration of both the supply side (new capacity) and the demand side. Continued weakening of the nexus between

payment for and use of the system will increase the cost of maintaining system quality and performance by as much as 50% according to unpublished work by the 1909 Commission. Funding sources with a strong nexus include user fees such as VMT or VMT/emission fees, congestion pricing, tolls, and even the gas tax. Funding sources with little or no nexus include sales tax and general obligation bonds.

- Better management can yield increased productivity from our existing transportation system, in short, a better return on our investment. Strategies such as congestion pricing are particularly suited to accomplish such management, and a more productive system yields economic benefits as well.

The Region's need to manage congestion, reduce emissions, and provide additional revenue to build, operate, and maintain the system were primary considerations that have resulted in initiatives in the five largest Southern California counties (Los Angeles, Orange, San Diego, Riverside, and San Bernardino) to investigate (and in several cases, implement) managed lanes, toll roads, high occupancy toll (HOT) facilities, and time-of-day congestion pricing. SCAG, as the multi-county Metropolitan Planning Organization (MPO), has taken responsibility to provide coordination among the various efforts. Staff will provide a brief overview of the SCAG study, including information on the status of efforts in each county.

Financial Impact: This item is consistent with the approved Fiscal Year 2010-2011 Budget, Task 11011000.

Reviewed By: The Plans and Programs Policy Committee on November 17, 2010.

Responsible Staff: Ty Schuiling, Director of Planning.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: November 17, 2010

Subject: Greenhouse Gas Climate Action Plan, Long Range Transit Plan, Sustainable Communities Strategy, and Countywide Visioning Coordination

Recommendation:* Receive report and provide direction.

Background: Although SCAG has yet to release its work program and schedule of milestones for completion of the SB375 Sustainable Communities Strategy (SCS) and Regional Housing Needs Assessment (RHNA) as part of the 2012 Regional Transportation Plan, staff believes that we can be reasonably assured that work we initiate now to guide development of the SCS within San Bernardino County will not be wasted effort. Staff intends to initiate development of SANBAG's input to the SCS based on the two land use/transportation alternatives that will be considered pursuant to our own Greenhouse Gas (GHG) Inventory and Climate Action Planning efforts in combination with the transit infrastructure proposed in the Valley's Long Range Transit Plan (LRTP). For purposes of our own GHG planning, Alternative 1 is expected to be very similar to the SCAG "Blueprint 1" that has served as the basis for SCAG's GHG SB375 target analyses over the past several months. Alternative 2 will be crafted around transit oriented or transit-supportive development concepts consistent with SANBAG's LRTP and station area planning already in progress along the Redlands Extension and the initial bus rapid transit corridors such as E Street and the Foothill-5th Street Corridor. Alternative 2 is expected to comprise our SCS input.

*

*Approved
Plans and Programs Committee*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

X	COG		CTC	X	CTA		SAFE		CMA
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Check all that apply

In talking with some Council Members (and SCAG delegates) from Victor Valley jurisdictions, it is less clear that there is a theme comparable to the Valley's LRTP around which a Mountain/Desert land use alternative significantly different than Alternative 1 can be developed. However, several Desert jurisdictions have Climate Action Plans that post-date the 2005 base year for the SCS, and staff proposed that those be used as input to the SCS where available. The Planning and Development Technical Forum (PDTF) members (Planning and Community Development Directors) are engaged in these discussions and are expected to provide for technical input and review as this effort proceeds. Staff has also circulated materials developed on Best Management Practices (BMPs) by our colleagues in Orange County in support of their SCS preparation efforts. SCAG's Climate and Economic Development Project has also produced an exhaustive catalogue of options for consideration by member agencies.

Staff will provide further reports to the committee as work progresses, and will also integrate this process to the extent feasible with countywide visioning efforts. Staff will seek periodic input, guidance, and direction from the committee until completion of these efforts in Fall 2011.

Financial Impact: This item is consistent with the approved Fiscal Year 2010-2011 SANBAG Budget, Task No. 11011000.

Reviewed By: The Plans and Programs Policy Committee on November 17, 2010.

Responsible Staff: Ty Schuiling, Director of Planning

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: November 17, 2010

Subject: Nexus Study Annual Cost Escalation Factor

Recommendation:*
 1) Receive information on Nexus Study cost escalation for 2009;
 2) Allow jurisdictions to maintain Nexus Study project costs at current levels until completion of a full re-benching of costs with the 2011 Nexus Study update.

Background: One of the requirements of the Development Mitigation Program approved by the San Bernardino County Congestion Management Agency (CMA) in November 2005 is an annual update of Nexus Study project costs. The Nexus Study defines requirements for development to mitigate its impacts on regional roadways in the San Bernardino Valley and Victor Valley.

Nexus Study project costs are updated through a combination of escalation factors and Nexus Study project updates. The annual Board-approved cost escalation factor is required by the Congestion Management Program (CMP) to be applied uniformly across jurisdictions in the Valley and Victor Valley. The overall objective is to provide cost estimates that most reasonably reflect the anticipated costs of each project so that the development mitigation program can be administered fairly and equitably.

The cost escalation factors are derived from the Caltrans report "Price Index for Selected California Construction Items." Table 1 shows the factors from 2000 through 2009.

*

*Approved
Plans and Programs Committee*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

<input type="checkbox"/>	COG	<input type="checkbox"/>	CTC	<input type="checkbox"/>	CTA	<input type="checkbox"/>	SAFE	<input checked="" type="checkbox"/>	X	CMA	<input type="checkbox"/>
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Check all that apply

Table 1. Escalation Factors from Caltrans Index

Year	CT Index	Annual
2000	146.2	5.0%
2001	154.1	5.4%
2002	142.2	-7.7%
2003	148.6	4.5%
2004	216.2	45.5%
2005	268.3	24.1%
2006	280.6	4.6%
2007	261.1	-6.9%
2008	252.7	-3.2%
2009	220.5	-12.7%

The index shows major increases in costs in the middle of the last decade, followed by gradually declining costs over the last three years.

In May 2009 the SANBAG Board approved a modification of the Nexus Study cost escalation methodology. The methodology for cost escalation up to that point had used a 5-year rolling average derived from the Caltrans index. The revision approved in May 2009 included the following:

- Use the annual cost escalation factor directly from the Caltrans index, rather than the five-year rolling average.
- Establish 0% escalation as the floor and 15% escalation as the ceiling for the annual cost escalation factor.
- Approve crediting any amount under the floor or over the ceiling toward the next year that has a rate of escalation above the floor or under the ceiling.

In addition, the Board adopted 0% as the annual cost escalation factor for use in the Spring 2009 update to the SANBAG Nexus Study.

The recommendation in this agenda item is to allow jurisdictions to maintain Nexus Study project costs at current levels until a full re-benching of the costs occurs with the 2011 update of the Nexus Study. This recommendation is made because of both the volatility in costs since 2004 and the recent change in cost escalation methodology. The five-year rolling average suppressed cost increases for the first several years of the Nexus Study, while the cost reductions in the last several years have not been fully accounted for.

After discussion with the Transportation Technical Advisory Committee (TTAC) on November 1, 2010, SANBAG staff suggested that the 2011 update of the Nexus Study be used as an opportunity to re-bench the costs of all Nexus Study projects, and that SANBAG continue to implement the cost escalation policy approved by the Board in May 2009 from that point on. This will simplify the rather complex set of circumstances brought about by both the high degree of variability in the Caltrans index and the recent change in methodology. There would then be no need to reconcile the effect of prior deferrals of cost escalation or the effect of the change in methodology.

SANBAG staff will provide guidance to local jurisdiction staff on the re-benching of the cost estimates starting in early 2011. No communication is needed this year from the jurisdictions to SANBAG regarding cost escalation, unless there is an actual change in the transportation portion of their development impact fee program.

Financial Impact: This item is consistent with the Fiscal Year 2010/2011 SANBAG budget.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on November 17, 2010.

Responsible Staff: Steve Smith, Chief of Planning

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: November 17, 2010

Subject: Proposition 1B State-Local Partnership Program Allocation Policy

Recommendation:* Approve Policy 35000 Allocation of Proposition 1B State-Local Partnership Program (SLPP) Funds.

Background: *This item was presented at the September Plans and Programs Committee meeting and the Mountain Desert Committee meeting. Both Committees directed staff to work with the Transportation Technical Advisory Committee (TTAC) to address concerns and issues raised. A summary of the TTAC meeting is included near the end of this report.*

On November 7, 2006, the California voters approved Proposition 1B, which is also known as the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Proposition 1B authorized \$1 billion for SLPP, to be available upon appropriation by the legislature, for allocation by the California Transportation Commission (CTC) over a five year period to eligible transportation projects nominated by eligible transportation agencies. Eligible transportation agencies are toll agencies and Self-Help Counties such as SANBAG. In 2008, the Legislature implemented AB 268 which further defined the eligibility of applicants, projects, matching funds, and provides that 95% of program funds will be distributed by a formula to match voter-approved

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*Approved
 Plans and Programs Committee*

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

x	COG	x	CTC	x	CTA		SAFE		CMA
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Check all that apply

PPC1011a-wl

Attachment: PPC1011a1-wl

transportation taxes and fees. The remaining 5% will be available for a competitive grant application program on an annual basis.

In December 2008, CTC adopted the SLPP Program Guidelines that provide a specific fund distribution share for each county under the formula program. The revenues are distributed to the toll agencies, the Northern California Self-Help Counties, and the Southern California Self-Help Counties based on the collective revenue received by these agencies. Southern California's share is 61.75281%. Distribution to the individual Self-Help Counties in Southern California is based on the population. The SLPP programming capacity is available on an annual basis. Programming capacity that is available to an eligible transportation agency, but not utilized in a given fiscal year, can be carried over to a following year. All the available funds need to be allocated within the five year life of the program.

While the project award for the competitive program is totally at CTC's discretion, the distribution of SLPP funds under the formula program becomes the responsibility of regional agencies like SANBAG. The formula program requires a dollar-for-dollar match of the SLPP funds and the match can only be from the transportation tax or fee revenues. The SLPP funds can only be used to fund the construction phase of the project; pre-construction work is not eligible.

Over the five year life of the SLPP program, SANBAG estimated total is \$55,174,000. SANBAG's current program balance is \$32,790,000.

The intent of the SLPP program is to reward regions that have passed transportation sales taxes to fund needed major transportation projects by assisting them in funding the projects. With the downturn in the economy and the resulting decrease in Measure I revenue, the funds needed to deliver SANBAG's major regional projects in the Valley and the Mountain/Desert has been reduced. The financial analysis completed during the preparation of the Strategic Plan identified a funding shortfall in several of the Measure I programs, in particular the Valley rail grade separation program and the Mountain/Desert subarea major local highway program. Since the completion of the Strategic Plan, the economy has worsened resulting in a further decline in Measure I funds. The grade separation program, affecting both Valley and Mountain/Desert areas, has the risk of losing up to \$52.3 million of Trade Corridor Improvement Fund (TCIF) if the projects cannot be fully funded for construction by 2013.

As with all State funding programs, the SLPP has extensive administration requirements and guidelines that need to be met. Requirements include the CTC approving and allocating projects nominated by SANBAG. To minimize administrative costs which maximizes the benefit of the SLPP program it is SANBAG's interest to place the SLPP funds on a few major regional projects.

The distribution of funds to the San Bernardino Valley area and the Mountain/Desert area was the subject of discussion at the Plans and Programs Committee meeting and the Mountain Desert Committee meeting. To be consistent with the CTC distribution to the Self-Help Counties, staff recommended to the Committees that SLPP allocation within the county be distributed to the two areas based on population. The share of SLPP funds the Valley would receive is 72.6%, with the Mountain/Desert receiving 27.4%. Attachment 1 includes the SLPP distribution results of the alternatives discussed at the Committees and the TTAC.

Since this program is established to reward counties which have self-imposed transportation sales taxes, another method discussed at the Committee meetings is to distribute the funds to the two regions based on Measure I point-of-generation revenue from the area. This formula is consistent with the distribution of Measure I funds. Using this method, the share of SLPP funds that the Valley would receive is 80.99%, with the Mountain/Desert receiving 19.01%. (See Attachment 1)

The Committee members also discussed the distribution to the two areas based on road miles. Staff did not recommend this distribution method for two reasons. First, it is not consistent with either the State distribution of SLPP funds to the Self-Help Counties, nor is it consistent with the method to distribute Measure I revenue. Secondly, there would be extensive debate related to the type and availability of data used, whether it is road miles including local, arterials, and highways; limited to major arterials and highways; or based on average daily traffic or other standard traffic data. The distribution of the funds by this methodology is shown in Attachment 1.

The other issue discussed at the Committee meetings was equity amongst the subareas of the Mountain/Desert region. Considering that the SLPP funds need to be expended on the Major Local Highway Program and the administrative costs associated with the SLPP program, staff initially did not recommend that the distribution of SLPP funds to the subareas be formula driven. Staff initially recommends that the equitable share among the subareas be a goal that is achieved through consideration of a variety of funding sources, including federal funds, state funds or the transfer of Measure I funds.

Technical Advisory Committee (TTAC) As directed by the Plans and Program Committee and the Mountain Desert Committee, the method to distribute SLPP funds between San Bernardino Valley and the Mountain Desert areas was discussed with the technical groups of these areas.

On October 4, 2010, the methodology of distributing funds was discussed at the TTAC. While there was support for distribution by population, members of the committee

requested alternatives be added that considered a combination of miles of roadway and population; combination of population and return to source; and vehicles miles of travel. The TTAC requested that another meeting be scheduled to discuss the results of the other alternatives. This item was also discussed at the October 21's City/County Manager Technical Advisory Committee meeting.

The results of the new alternatives were presented and discussed at a TTAC meeting on November 1, 2010. The results are shown in the Attachment 1. Although unanimous agreement was not reached, the majority of the jurisdictions supported using population as the methodology to distribute SLPP funds between the Valley and the Mountain Desert areas.

On October 25, 2010, technical staff of the Mountain Desert jurisdictions met to discuss the distribution of the funds between the Mountain Desert sub-areas. The jurisdictions reached concurrence that SLPP credit to the five sub-regions will be distributed based on population. However, equity will be made up of other state or federal funds or by transfers of eligible Measure I funds if SLPP is not allocated to sub-regions at the time of SLPP allocation.

Policy 35000 Taking into consideration the input received from the Plans and Programs Committee, the Mountain Desert Committee, and the technical committees, staff is recommending Policy 35000, Allocation of Proposition 1B State Local Partnership Program Funds. The proposed policy is attached. The highlights of the policy are as follows.

- SLPP funds are distributed to the San Bernardino Valley region and the Mountain/Desert areas based on population.
- Consistent with SANBAG Policy 40001 VS-30, San Bernardino Valley Subarea (VS) Measure I Strategic Plan, State or Federal funds at the discretion of SANBAG are to be considered part of the public share of the project cost. Therefore, SLPP funds allocated to a project buy-down the public share of the project cost.
- SLPP funds apportioned to the San Bernardino Valley are to be allocated to the Freeway, Interchange, Major Street, and/or Transit Programs. It should be noted SLPP can be used to fund transit capital improvement projects, but cannot be used to fund general transit operations.
- SLPP funds apportioned to the Mountain/Desert region are allocated to the Major Local Highway program.
- Equity of SLPP distribution amongst the five Mountain Desert sub-areas will be based on population. Equity will be made up by use of other state or federal funds or by transfers of eligible Measure I funds if SLPP is not allocated to sub-areas at the time of allocation.

Staff will bring forward recommended projects to utilize SLPP funds for Boards consideration at future meetings.

Staff recommends the approval of Policy 35000 Allocation of Proposition 1B State-Local Partnership Program (SLPP) Funds.

Financial Impact: The new SLPP funds could positively impact the approved Fiscal Year 2010-2011 and future budgets by reducing SANBAG's Measure I commitment with the allocation of SLPP funds, and/or completing funding plans for priority projects. Task Number 37311000

Reviewed By: This item will be reviewed by the Plans and Programs Committee on November 17, 2010 and the Mountain Desert Committee on December 17, 2010. This item was previously reviewed by the Plans and Programs Policy Committee on September 22, 2010, and the Mountain Desert Committee on September 24, 2010. The Committees recommended that the subject be discussed with the Transportation Technical Advisory Committee (TTAC) which occurred on October 4, 2010 and November 1, 2010.

Responsible Staff: Garry Cohoe, Director of Project Delivery

San Bernardino Associated Governments	Policy No.	35000
Adopted by the Board of Directors November xx, 2010	Revised	Draft 11/10/10
Allocation of Proposition 1B State Local Partnership Program Funds	Revision No.	New

Table of Contents
Policy References Responsibilities Policies for the Allocation of Proposition 1B State Local Partnership Program Funds Revision History

I. PURPOSE

The purpose of this policy is to establish the requirements for the allocation and administration of Proposition 1B State Local Partnership Program funds..

II. REFERENCES

Policy 40001 VS-30, San Bernardino Valley Subarea Measure I Strategic Plan

III. RESPONSIBILITIES

A. SANBAG Board of Directors

The SANBAG Board of Directors has the responsibility for allocation of State Local Partnership Program Funds (SLPP) from Proposition 1B (also known as the California Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) to projects within San Bernardino County.

B. California Transportation Commission (CTC)

California Transportation Commission (CTC) has the responsibility to distribute the 95% of SLPP funds by formula to agencies that have voter approved transportation taxes and fees each fiscal year over a five year period beginning in FY 2008/2009.

The exact amount of distribution is calculated based on population factors. SANBAG calculated share is approximately \$11 million per year through fiscal year 2012/2013 to fund transportation projects within San Bernardino County. SANBAG's total five year SLPP allocation estimate is \$55 million. Funds can be allocated on a yearly basis based upon programming and approval by the CTC. Funds that are not utilized in a given fiscal year can be carried over to a following year. All the funds need to be allocated within the five year life of the program. The SLPP funds can only be allocated to fund the construction phase of a project.

IV. POLICIES FOR THE ALLOCATION OF PROPOSITION 1B STATE LOCAL PARTNERSHIP PROGRAM FUNDS

A. The SLPP allocation shall be distributed to the San Bernardino Valley area and the Mountain/Desert area based on the annual adopted Measure I population distribution.

B. Consistent with SANBAG Policy 40001 VS-30, San Bernardino Valley Subarea Measure I Strategic Plan, the SLPP funds apportioned to San Bernardino Valley shall be allocated to the Freeway, Interchange, Major Street, and/or Transit programs. The SLPP funds allocated to a project shall buy-down the public share of the project cost.

C. The SLPP funds apportioned to the Mountain/Desert region shall be allocated to projects identified as part of the Major Local Highway Program as approved by the Mountain/Desert Policy Committee and the Board. The SLPP funds allocated to a project shall buy-down the public share of the project cost.

- D. The SLPP funds allocated to the Mountain/Desert subareas will be based on population.
- E. Equity among the Mountain/Desert subareas will be made up by use of other state or federal funds or by transfers of eligible Measure I funds if SLPP is not allocated to the subareas.
- F. The SLPP funds shall be allocated only to projects that have the ability to meet the SLPP matching requirements and other SANBAG program criteria as outlined in the approved SLPP guideline established by the CTC and SANBAG policies.
- G. The SLPP funds shall be allocated only to projects that represent regionally significant transportation benefit.
- H. The SLPP funds shall be allocated only to projects that are ready to go to construction when SLPP funds are available.
- I. Once the SLPP allocation is awarded to an agency, the agency shall implement SLPP funded project based on the SLPP program guidelines established by the CTC. The SANBAG Board of Directors may de-program allocated SLPP funds to any project that fails to comply with the requirements outlined in the SLPP guideline.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors	Mm/dd/yy

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: November 17, 2010

Subject: Proposition 1B State Local Partnership Program

Recommendation:* Receive information on California Transportation Commission (CTC) action on 2010-2011 Proposition 1B State-Local Partnership Program (SLPP) Competitive Grant Program of projects.

Background: On November 7, 2006, the voters approved Proposition 1B, which is also known as the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Proposition 1B authorized \$1 billion for the State-Local Partnership Program (SLPP), to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission (CTC) over a five-year period to eligible transportation projects nominated by eligible transportation agencies.

The program is divided into two sub-programs - a formula program to match local sales tax, property tax and or bridge tolls (95%) and a competitive program to match local uniform developer fees (5%)

The CTC adopted SLPP Guidelines for 2010-11 at its April 2010 meeting with \$10.8 million programming capacity in FY 2010-11. The competitive program applications were due to the CTC on August 16, 2010. A total of 28 applications requesting a total of \$16.8 million were received.

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Approved
Plans and Programs Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

<input type="checkbox"/>	COG	<input type="checkbox"/>	CTC	<input checked="" type="checkbox"/>	CTA	<input type="checkbox"/>	SAFE	<input type="checkbox"/>	CMA
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Check all that apply

At the November 4, 2010 CTC meeting, the Commission adopted a total of 17 SLPP competitive grant projects for FY 2010-11 with the following projects in San Bernardino County:

1. City of Fontana: I-15 Duncan Canyon I/C (\$1,000,000)
2. City of Rancho: Cucamonga I-15 Baseline Road I/C (\$1,000,000)
3. City of Hesperia: Ranchero Rd Grade Sep. (\$1,000,000)
4. City of Upland: Foothill Blvd (Rt 66) improvements (\$1,000,000)
5. Town of Apple Valley: Bear Valley/Deep Creek Signal (\$137,000)

Total amount of SLPP awarded to San Bernardino County is \$4,137,000, which is 38% of total SLPP competitive grant program for FY2010-11. Projects were selected based on CTC adopted SLPP guidelines and criteria. All selected projects must begin construction prior to December 31, 2010. All SLPP competitive grant recipient must request for CTC allocation prior to June 30, 2010. (See attached table for complete statewide project list)

- Financial Impact:*** This item has no financial impact on the 2010/2011 SANBAG Budget because the funds will not flow through SANBAG's budget. Task Number 37311000
- Reviewed By:*** This item is scheduled for review by the Plans and Programs Policy Committee on November 17, 2010.
- Responsible Staff:*** Wendy Li, Programming/Project Controls Manager

**Proposition 1B State-Local Partnership Program
2010-11 Competitive Program - Staff Recommendations
RESOLUTION SLP1B-P-1011-04**

November 3-4, 2010
Item 4.7b, Attachment 1

County	Project Applicant	Project Title	2010-11 Recommended	Construction Date	Score	Cumulative \$ (\$10,800 avail)	SLPP \$ Remaining
<u>Projects recommended for funding</u>							
AMA	Sutter Creek	SR 104-Prospect Dr Realignment	\$885,000	5/1/2011	107	\$885,000	\$9,915,000
KINGS	Hanford	12th Ave Widening/Reconstruct.	\$750,000	8/1/2011	102	\$1,635,000	\$9,165,000
SLO	City of San Luis Obispo	South Higuera/Los Osos Valley	\$600,000	5/1/2011	97	\$2,235,000	\$8,565,000
SBDO	Hesperia	Ranchero Rd Grade Sep.	\$1,000,000	4/1/2011	93	\$3,235,000	\$7,565,000
MER	City of Merced	Parsons Ave-Ada Givens Gap	\$400,000	2/1/2011	92	\$3,635,000	\$7,165,000
FRE	Clovis	DeWolf/Nees Av SR 168 connect	\$380,000	5/1/2011	89	\$4,015,000	\$6,785,000
FRE	Clovis	Shaw/Locan Improvements	\$505,000	5/1/2011	89	\$4,520,000	\$6,280,000
FRE	Clovis	Bullard/Locan Av improvements	\$315,000	6/1/2011	87	\$4,835,000	\$5,965,000
SBDO	Fontana	I-15 Duncan Canyon I/C	\$1,000,000	7/1/2011	86	\$5,835,000	\$4,965,000
SBDO	Rancho Cucamonga	I-15 Baseline Road I/C	\$1,000,000	9/1/2011	85	\$6,835,000	\$3,965,000
FRE	Clovis	Shaw Av improvements	\$243,000	5/1/2011	85	\$7,078,000	\$3,722,000
SB	Goleta	Los Carneros/Calle Roundabout	\$335,000	5/1/2011	84	\$7,413,000	\$3,387,000
OR	Anaheim	Tustin/La Palma improvements	\$1,000,000	8/1/2011	81	\$8,413,000	\$2,387,000
SB	County	Summerland Circ-Ortega Hill Rd.	\$250,000	2/1/2011	75	\$8,663,000	\$2,137,000
RIV	County	I-15 Indian Truck Trail I/C	\$1,000,000	4/1/2011	74	\$9,663,000	\$1,137,000
SBDO	Upland	Foothill Blvd(Rt 66) improvements	\$1,000,000	10/25/2010	66	\$10,663,000	\$137,000
SBDO	Town of Apple Valley	Bear Valley/Deep Creek Signal	\$137,000	11/12/2010	65	\$10,800,000	\$0
<u>Projects not recommended for funding</u>							
SBDO	Town of Apple Valley	Central Road Widening	\$150,000	11/12/2010	63	\$10,950,000	
SBDO	Town of Apple Valley	Kiowa Road Widening	\$500,000	11/12/2010	63	\$11,450,000	
SBDO	County	SR 247-Visalia Ave Turn Pocket	\$102,000	11/1/2010	56	\$11,552,000	
SBDO	County	Oak Hill Rd Realignment	\$325,000	3/1/2011	50	\$11,877,000	
SBDO	Montclair	Traffic Signal Interconnect	\$90,000	3/1/2011	49	\$11,967,000	
SLO	County	Willow Rd Extension Mitigation	\$500,000	5/1/2011	46	\$12,467,000	
<u>Applications not consistent with 2010-11 Guidelines</u>							
OR	Tustin	Red Hill Ave Median Improv.	\$1,000,000	6/1/2011			
SBDO	Chino	Interconnect Project	\$450,000	2/15/2011			
SBDO	Rialto	Ayala Drive Widening	\$800,000	1/1/2012			
<u>Applications for Construction beyond December 2012 (re-apply in 2011-12)</u>							
SBDO	Highland	SR 210-5th Street I/C	\$1,000,000	2/1/2012			
SHA	Anderson	I-5 Deschutes Rd I/C	\$1,000,000	4/1/2012			

Minute Action

AGENDA ITEM: 8

Date: November 17, 2010

Subject: Revenue Estimates for Measure I 2010-2040, State and Federal funds for Fiscal Year 2011-2012

Recommendation:* 1) Approve a Measure I 2010-2040 revenue estimate of \$111,577,000 for Fiscal Year 2011-2012 and the revenue distribution by subarea in Table 1 for purposes of apportionment and allocation planning for Fiscal Year 2011-2012;
 2) Receive estimates of state and federal revenues for consideration in Fiscal Year 2011-2012 apportionment and allocation planning.

Background: The Strategic Plan requires an annual apportionment and allocation of Measure I 2010-2040 revenue to designated Valley and Mountain/Desert programs. The allocation of Measure I funds, scheduled for Board approval in March 2011, will be used for both SANBAG and local jurisdiction budgeting purposes.

SANBAG staff must develop an estimate of Measure I revenue by subarea and program for Fiscal Year 2011-2012 to support the apportionment/allocation process. Staff must also have working assumptions on the availability of state and federal revenues. This agenda item requests approval of a Measure I revenue estimate for FY 2011-2012 and provides an overview of what can be anticipated in state and federal revenue over the next several years.

On November 3, 2010 the SANBAG Board approved a Measure I 2010-2040 30-year revenue estimate of \$4.54 billion, in 2010 dollars, to support upcoming SANBAG budgeting and financial planning needs. The revenue estimate for which approval is requested in this agenda item uses the uninflated estimate for

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Approved
Plans and Programs Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG		CTC	X	CTA	X	SAFE		CMA	
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Check all that apply.

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FY 2011-2012 from the 30-year analysis and applies an additional factor to account for inflation, estimated at 2%. The estimate of Measure I revenue to SANBAG for FY 2011-2012, after application of the inflation factor is \$111,577,000. This estimate of gross receipts excludes administrative fees taken out by the California Board of Equalization, but includes SANBAG administration at 1% of gross receipts as established in the Measure I ordinance.

In addition, estimates were made of the distribution of Measure I revenues to subareas for FY 2011-2012. This distribution was based on the two most recent complete fiscal years of actual revenue generation (Fiscal Years 2008-2010) and the population trends reflected in the most recent submittal of growth forecasts to the Southern California Association of Governments (SCAG). The percentage and total Measure I revenue estimated by subarea for Fiscal Year 2011-2012 are shown in Table 1. This estimate excludes the anticipated 1% for Measure I administration.

Table 1. Estimate of Measure I revenue by subarea for Fiscal Year 2011-2012

	Estimated Revenues in (\$1000s)*	% of Total
Cajon Pass**	\$ 3,099	2.81%
Valley	\$ 87,512	79.22%
Victor Valley	\$ 12,679	11.48%
Colorado River	\$ 249	0.23%
Morongo Basin	\$ 2,317	2.10%
Mountains	\$ 1,768	1.60%
North Desert	\$ 2,838	2.57%
Total	\$ 110,461	100.00%

* Omits funds allocated to administration (1%)

**Cajon Pass is funded with 3% of Valley and Victor Valley Measure I funds

It should be noted that the Cajon Pass subarea receives 3% of the Valley and Victor Valley revenues under Measure I 2010-2040. The numbers in Table 1 represent estimates only for apportionment/allocation planning purposes. Each subarea will receive the actual revenue collected according to the provisions of the Measure I 2010-2040 Expenditure Plan. Recent data from actual Measure I receipts has shown that subareas are recovering from the recession at different rates. This could result in actual percentage distributions that vary from those in Table 1.

SANBAG staff is proceeding with the development of apportionment and allocation recommendations according to the following general schedule:

- January 3, 2011 – First draft of an apportionment/allocation for information and discussion at the Transportation Technical Advisory Committee (TTAC) meeting
- January – Policy committee discussion of draft apportionment/allocation
- February – Policy committee approval of apportionment/allocation
- March 2 – Board approval of apportionment/allocation
- Subsequent - Incorporation into budgeting for SANBAG and local jurisdictions

Overview of State and Federal Revenue Projections

The projection of State and federal revenues is an even more difficult task than projections for Measure I, yet these projections are needed for purposes of apportionment/allocation planning. There are many unknowns, including recently passed propositions, the State budget and associated State funding programs, the level of funding that can be expected from reauthorization of the new federal transportation act, and the disposition of federal earmark requests in the federal bill. The State and federal revenue estimates presented here are for information and not for adoption by the SANBAG Board at this time. Scenarios of various State and federal revenue estimates will be analyzed in the 10-year Delivery Plan and reviewed as part of the apportionment recommendation.

As a starting point, SANBAG staff estimated the State and federal revenues that may be expected assuming that the general policies and funding levels of the past are continued. Recent experience has indicated the following levels of State and federal funding:

State Funding:

- STIP-RIP (State Transportation Improvement Program-Regional Improvement Program): \$30 million per year in the next STIP cycle. The assumption was based on 2010 STIP fund estimate of \$607 million per year of STIP revenue from the Transportation Investment Fund (TIF), with a 5 percent share for SANBAG. This funding level is assumed to be maintained for the life of Measure I 2010-2040.
- Proposition 1B State-Local Partnership Program (SLPP) \$55 million over five years from FY 08/09 to FY 12/13.
- Other Proposition 1B programs such as Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Funds (TCIF) will continue to provide revenue needs for projects already programmed with these funds. These funds will be exhausted in FY 15/16.

Annual Federal Revenue:

The annual funding level is assumed to be the same in the next transportation re-authorization act as exists in SAFETEA-LU:

- Surface Transportation Program (STP):STPL - \$17 million per year
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
South Coast - \$20 million
- CMAQ-Mountain Desert Air Basin - \$5 million

The distribution of CMAQ funds between highway and transit projects will be determined as part of the development of the 10-year Delivery Plan.

Federal Earmarks:

Earmarks have provided supplemental funding for SANBAG and local jurisdiction projects in the past. However, the environment for earmarks is too uncertain at this time to allow for a forecast of these funds.

- Financial Impact:*** Preparation of these analyses is consistent with the Fiscal Year 2010/2011 SANBAG budget.
- Reviewed By:*** This item will be reviewed by the Plans and Programs Committee on November 17, 2010.
- Responsible Staff:*** Steve Smith, Chief of Planning

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

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